

CONFIDENTIALCLASSIFICATION **SECRET**COUNTRY Soviet Zone of Germany

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REPORT NO.

TOPIC Altenburg Airfield

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EVALUATION 25X1

PLACE OBTAINED

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DATE OF CONTENT 1 to 11 July 1950DATE OBTAINED 25X1DATE PREPARED 25 August 1950

REFERENCES

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PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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- Two twin-engine transports made local flights over the Altenburg (N 51/K 27) airfield

on 1 July 1950.

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- Two transports practiced take offs and landings at the field

on 2 July 1950.

- Four transports flew in formation continuously in elements of two

on 4 July 1950. The sky was clear on all three days.

- A large-scale formation flight of transports, the first for a long time, was made on 11 July 1950. The following activity was observed:

The take-off point was set up in the southeastern corner of the landing field.

Radio trucks, fire trucks and an ambulance were placed in position behind the take-off point.

The engines of the first plane were started.

The transports taxied individually to the take-off point from their parking sites.

The first plane took off, heading northwest. Other planes took off at intervals of about 1 minute.

The last of twenty planes took off. Three headquarters planes took off first, followed by nine planes of the 1st squadron and eight planes of the 2d squadron.

Completion of the assembly. (1)

The formation flew over the field at an altitude of 400 meters and departed. (1)

The formation returned to the field from the west.

The planes flew over the airfield at an altitude of between 500 and 700 meters. Ten containers suspended from parachutes were dropped from several planes. The parachutes opened immediately after they were dropped and touched the ground in the southwestern corner of the landing field after a fall of 3 to 4 minutes. They were picked up by trucks. The formation headed east after the parachutes had been dropped.

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The formation approached the field from the north and headed south, where it broke up.

The plane of the formation commander landed.

Plane [] landed.

Plane [] which had the same marking as plane [] landed. These three planes with a blue stripe formed the headquarters flight. (2)

Plane [] with red stripe, landed.

Plane [] with a yellow stripe, landed.

Plane [] with a red stripe, landed.

Plane [] with a red stripe, landed.

Plane [] with a red stripe, landed.

Plane [] with a red stripe, landed.

Plane [] with a red stripe, landed.

Plane [] with a red stripe, landed.

Plane [] with a red stripe, landed.

Plane [] with a yellow stripe, landed.

Plane [] with a yellow stripe, landed.

Plane [] with a yellow stripe, landed.

Plane [] with a yellow stripe, landed.

Plane [] with a yellow stripe, landed.

Plane [] with a yellow stripe, landed.

Plane [] with a blue stripe, landed.

Plane [] with a blue stripe, landed.

During the formation flight twelve twin-engine transports, all of which were covered with tarpaulins and moored, were standing on the parking site. After the landing, each plane was taxied to the parking site and arranged according to the signals given by a flagman. All of the planes were aligned on the parking sites [] Almost every plane was occupied by two or three officers wearing gray-brown jackets, long, dark blue trousers and service caps. The sky was partly cloudy at an altitude of about 1,200 meters and the visibility range was 20 km. (3)

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25X1 5. Passenger car [] and trucks [] with boxlike superstructures, were seen at the field. German employees at the field said that 120 officers and EM of ground personnel, 250 officers and EM of technical personnel and 180 officers of flying personnel were stationed at the field and that paratroopers were no longer there. (4) One of the officers, a pilot, had a brass parachute badge which represents a white, open parachute on a blue background, on his right breast. (5)

6. Almost all of the flying and technical personnel were from older classes and wore war decorations and markings showing their years of service. Their duty consisted almost solely of technical instruction. The sentries were detached from the ground personnel.

7. The old runway, 80x1,400 meters, was not used. A runway extension of about 400 meters was under construction. (2) Construction work was also being done on a new taxiway. The construction site was guarded by German civilians who were employed by the construction firms. The construction of the northern by-pass was to begin soon. (6)

8. Fuel for use at the field was shipped by rail from the SAG Plants in Leuna, Roehlen and Resitz. (7) Spare parts also arrived by rail at the Alterburg railroad station, from where they were trucked to the field. There was no DF or radar installation nor AA gun emplacements. During flying activity only a radio truck was seen to be in operation.

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- 25X1 (1) ☐ Comment. For sketch showing assembly of planes into formation, see Annex 1.
- 25X1 (2) ☐ Comment. ☐ sketch of airfield see sketches 1 and 2 of Annex 2.
- 25X1 (3) ☐ Comment. The report again confirms the presence of an air transport regiment equipped with 30 to 40 LI-2s. The strength has not changed since late June 1950. ☐ The air transport regiment was previously used to drop paratroopers and containers suspended from parachutes. ☐ Parachute jumps by large units have not been observed. It has not been clarified which unit made the jumps.
- 25X1 (4) ☐ Comment. The information that parachutists were no longer stationed at the field may be correct, since no parachute jumps, only the dropping of containers, have been observed recently.
- 25X1 (5) ☐ Comment. The personnel strength reported agrees with previous reports. ☐ If the occupation totals about 550 men it cannot be assumed that a parachute unit is stationed at the field. Therefore, it is believed that the parachute jumps were made either by personnel of the air transport regiment or by the personnel of a unit which is not stationed at the air-field.
- 25X1 (6) The information on the extension of the runway was previously reported ☐
- 25X1 (7) ☐ Comment. This is the first information on the fuel supply for the field.

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- 2 Annexes: 1. Sketch Showing Assembly of Planes into Formation over Altenburg Airfield.
2. Sketch 1: Location of Altenburg Airfield,
Sketch 2: Markings on Rudder Assemblies.

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